

IH 35W from IH 30 to IH 820 Corridor Improvement Study

Public Meeting

Tuesday, November 16th, 2010



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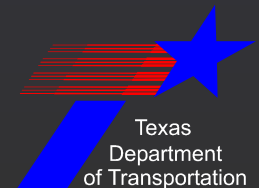
Consultant Team

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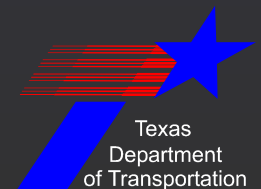


IH 35W Study Corridor



Goals and Objectives of the Study

- **Evaluate a Range of Viable Transportation Alternatives**
- **Alleviate Congestion & Improve Mobility within the Study Area**
- **Receive Approval of Geometric Layout (Preliminary Design)**
- **Receive Environmental Clearance for the Preferred Alternative (FONSI)**

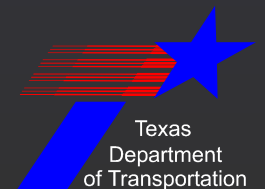


A Common Commuter Sight: Northbound IH 35W at Spur 280



Proposed IH 35W Original Design

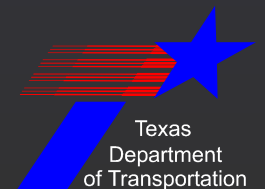
- Two-lane tolled managed lanes in both directions between IH 35W main lanes from SH 121 to IH 820
- Expansion to eight main lanes from IH 30 to IH 820



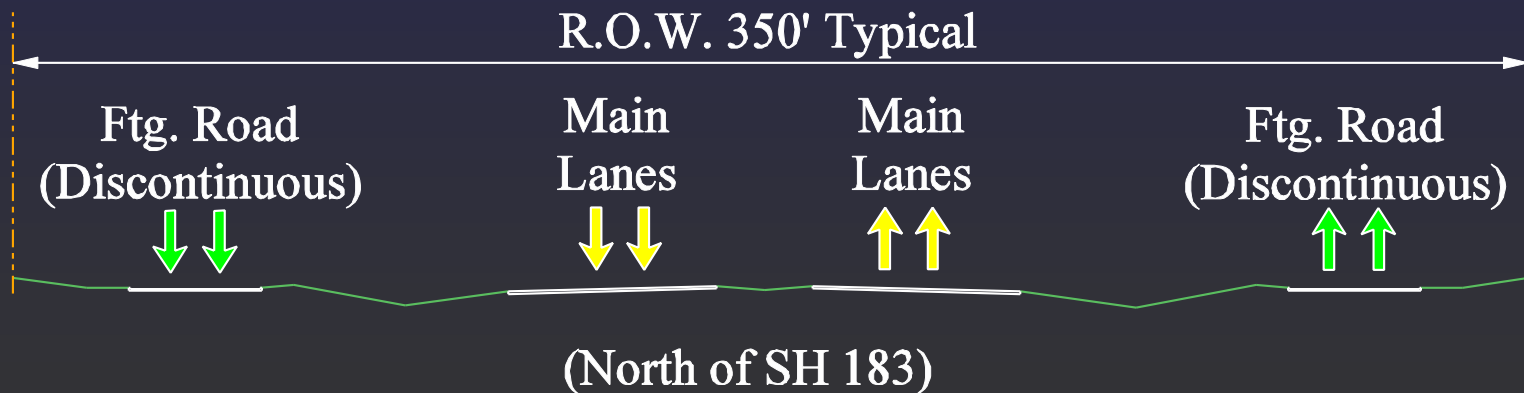
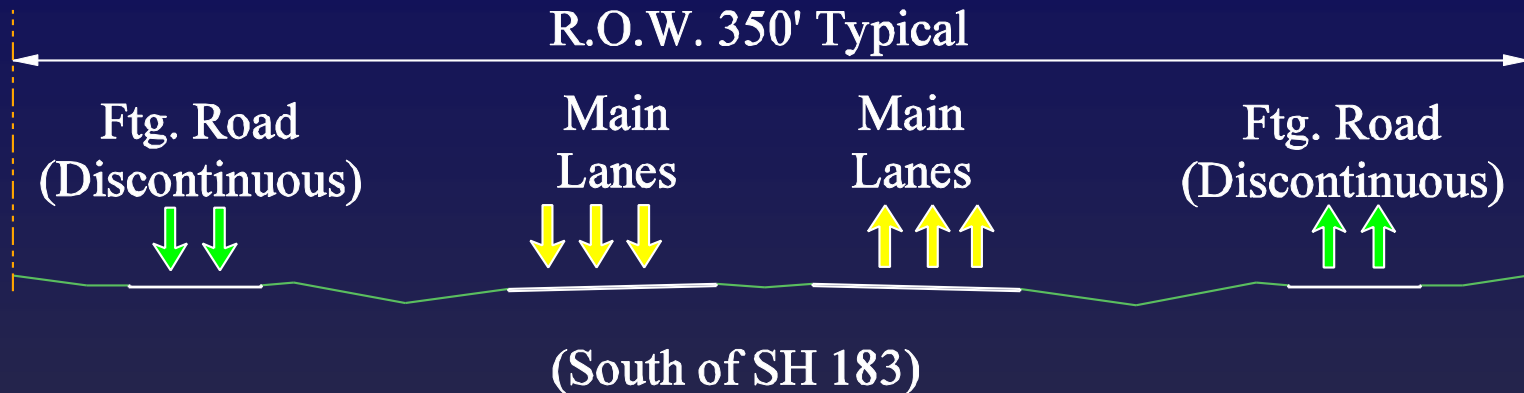
Proposed IH 35W Design Modifications

In addition to the Proposed Original Design, the following improvements are proposed:

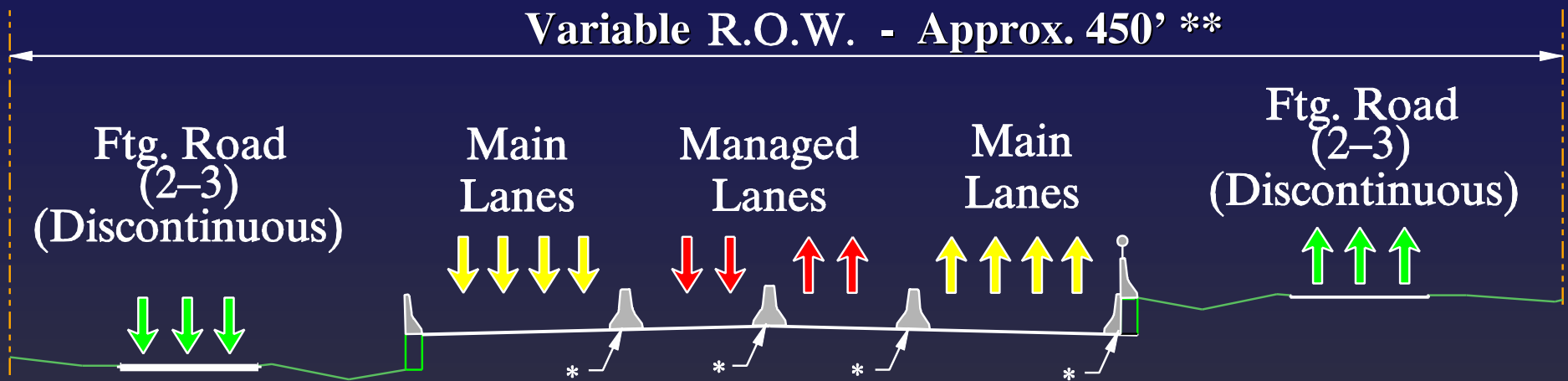
- Tolled managed lane connections between US 287 and IH 35W**
- Extension of tolled managed lane connections south past SH 121 on IH 35W to near IH 30**
- Additional pavement width on frontage roads to accommodate bicyclists**



IH 35W Existing Facility



IH 35W Proposed Facility

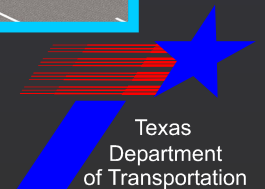
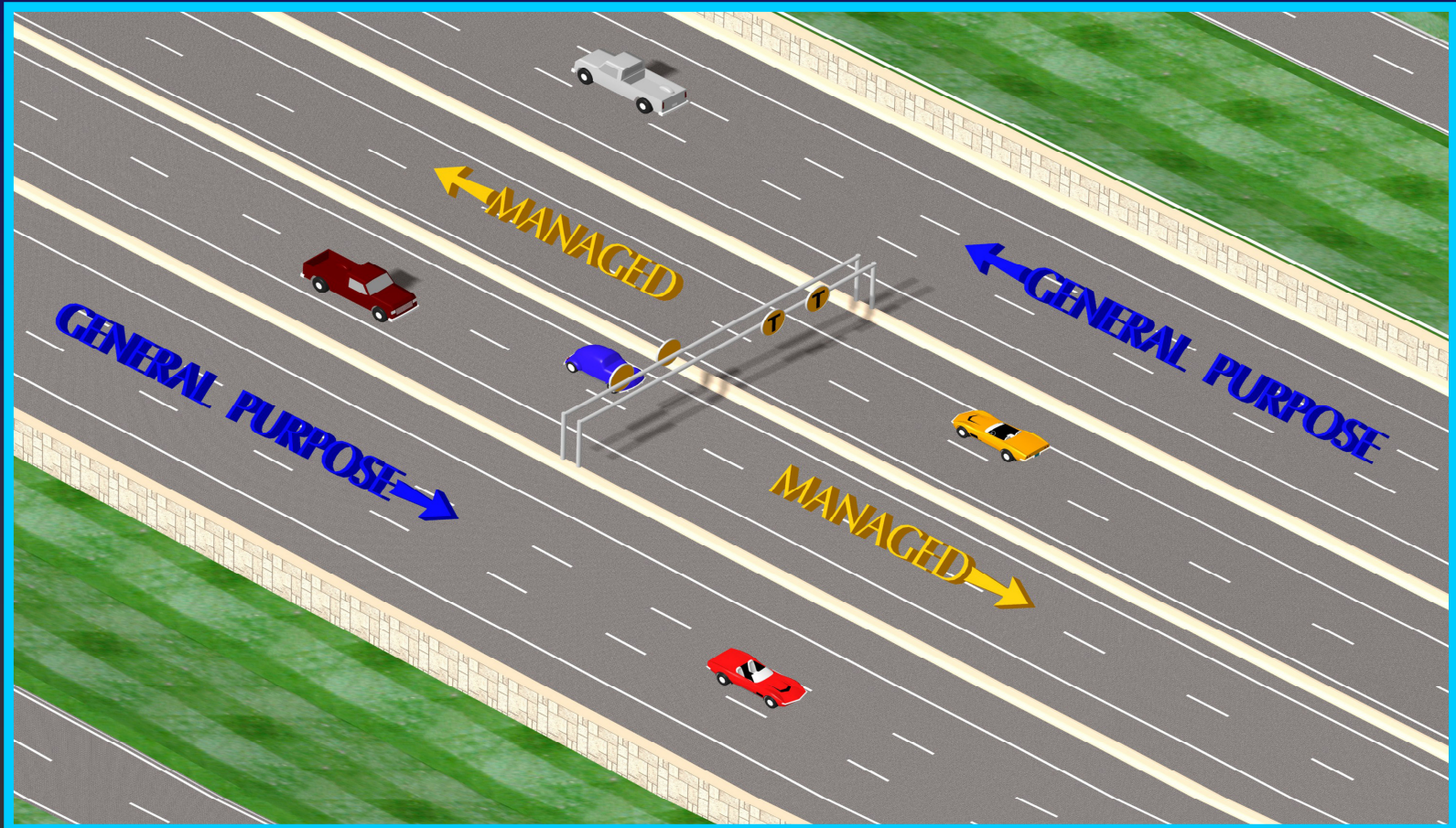


* Concrete Traffic Barrier

** Will be widened at Interchanges

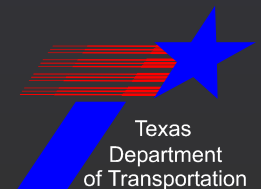


Example of Barrier-Separated Tolled Managed Lane Section



IH 35W Tolled Managed Lanes

- **A vital segment of a system proposed to extend from IH 30 (Downtown) to SH 114 (Alliance)**
- **Located in the median of IH 35W**
- **Barrier separated from freeway main lanes**
- **Managed on the basis of time of day, auto occupancy & value pricing/tolls**

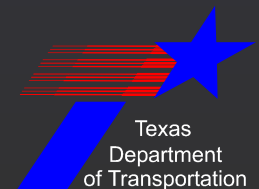


Purpose of Tolled Managed Lanes

- Increase Corridor Efficiency
- Improve Travel Time Reliability
- Relatively Congestion-Free Travel
- Provide for Operational Flexibility in Response to Changing Corridor Needs
- Provide Additional Capacity
- Provide Revenue to Construct, Operate, and Maintain Facility



Source: North Central Texas Council of Governments (NCTCOG)



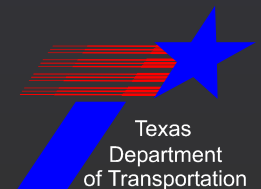
RTC* Adopted Managed Lane Policy

RTC Modified – September 13, 2007

- **Single Occupant Vehicles (SOV): Full Rate**
- **Trucks: Higher Rate**
- **High Occupant Vehicles (HOV) 2+ & Publicly-Operated Vanpools: 50% Discount for Peak Period;**
 - **Phase Out After Air Quality Attainment Maintenance Period.**
- **HOV 2+ Full Rate in Off-Peak**
- **Price with Speed Guarantee (maintain 50+ mph).**



* RTC = Regional Transportation Council



RTC Adopted Excess Toll Revenue Sharing: Managed Lane Policy

RTC Approved - June 9, 2005

- **Excess Toll Revenue is Defined as Annual Toll Revenue Less Annual Debt Service, Annual Reserve Funds Established to Cover Facility Operational Costs, Anticipated Preventive Maintenance Activities, Assigned Profit and Related Expenses for the CDA, and the Expected Cost of Rehabilitation or Reconstruction of the Managed Toll lanes.**
- **All Excess Toll Revenue Generated From an Individual Managed Toll Lane Project Shall Remain in the TxDOT District in Which the Revenue Generating Managed Lane Project is Located.**



RTC Adopted Excess Toll Revenue Sharing: Managed Lane Policy

RTC Approved - June 9, 2005

- **Local Governments and Transportation Authorities Shall be Given the Right to Invest in a CDA Project as a Means to Fund the Facility as Well as to Generate Local Revenue.**
- **The Excess Revenue Generated from an Individual Managed Lane Toll Shall Remain in the Counties in which that Revenue-Generating Project is Located. Excess Revenue shall be Returned to the Funding partners in Proportion to their Shares and be Used to Fund Future Transportation Projects.**
- **RTC Shares will be put in Air Quality Related and Sustainable Programs and used to Leverage Federal Transportation Funds**



Tolled Managed Lane Facility Preliminary Access Locations

April 3, 2007 Public Meeting

Northbound Entrances

- Ramp from Weatherford Street (Downtown)
- Ramp from IH 35W main lanes (north of SH 121)
- Ramp from SH 183/NE 28th Street (from northbound frontage road)

Northbound Exits

- Ramp to IH 35W main lanes (north of Meacham)
- Ramp to eastbound IH 820 managed lanes



Tolled Managed Lane Facility Preliminary Access Locations

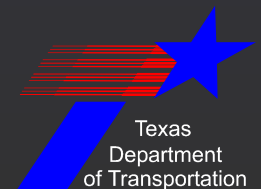
November 16, 2010 Public Meeting

Northbound Entrances

- Ramp from IH 35W main lanes (north of Luella St)
- Ramp from US 287 main lanes
- Ramp from Weatherford Street (Downtown)
- Ramp from IH 35W main lanes (north of SH 121)
- Ramp from SH 183/NE 28th Street (from northbound frontage road)

Northbound Exits

- Ramp to IH 35W main lanes (north of Meacham)
- Ramp to eastbound IH 820 managed lanes



Tolled Managed Lane Facility Preliminary Access Locations

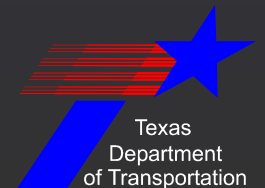
April 3, 2007 Public Meeting

Southbound Entrances

- Ramp from westbound IH 820 managed lanes
- Ramp from IH 35W main lanes (south of Meacham)

Southbound Exits

- Ramp to SH 183/NE 28th Street (to southbound frontage road)
- Ramp to IH 35W main lanes (south of Northside Dr)
- Ramp to Belknap St (Downtown)



Tolled Managed Lane Facility Preliminary Access Locations

November 16, 2010 Public Meeting

Southbound Entrances

- Ramp from westbound IH820 managed lanes
- Ramp from IH 35W main lanes (south of Meacham)

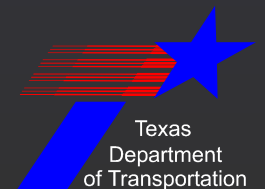
Southbound Exits

- Ramp to SH 183/NE 28th Street (to southbound frontage road)
- Ramp to IH 35W main lanes (south of Northside Dr)
- Ramp to Belknap St (Downtown)
- Ramp to US 287 main lanes
- Ramp to IH 35W main lanes (north of Spur 280)



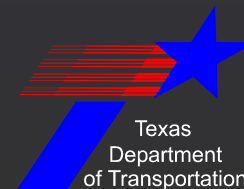
Project Implementation

- **TxDOT executed two Comprehensive Development Agreements (CDAs) for the North Tarrant Express (NTE) with NTE Mobility Partners (NTEMP) on June 23, 2009.**
- **Concession CDA: Design, develop, construct, finance, maintain and operate IH 820 and SH 121/SH 183 from IH 35W to SH 121 for a period of 52 years.**



Project Implementation

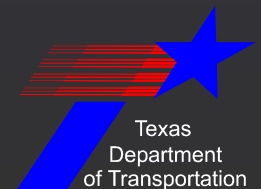
- **Segments 2-4 CDA: Prepare Master Development and Financial plans for SH 183 from SH 121 to SH 161, IH 35W from IH 30 to SH 170 and IH 820 east from SH 121/SH 183 to Randol Mill Road in Tarrant and Dallas Counties, along with other facilities for connectivity, safety and financing.**
- **TxDOT received a Ready for Development Proposal from NTEMP in May, 2010 for IH 35W from IH 30 to US 81/US 287 and is currently evaluating the proposal.**



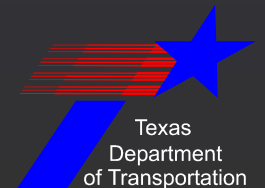
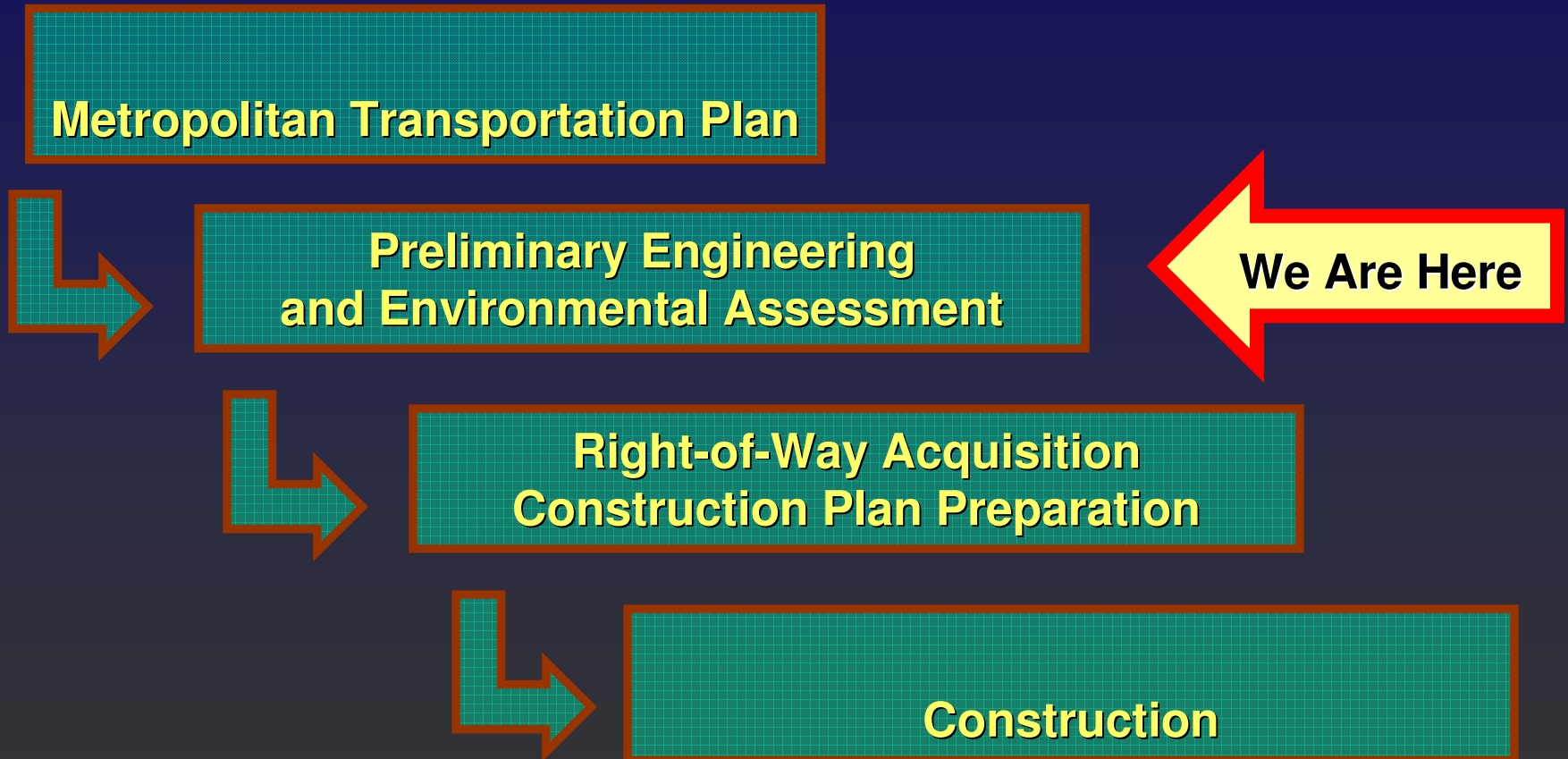
Ready for Development Proposal Interim Construction

IH 35W from IH 30 to IH 820

- Construction of Tolled Managed Lanes
- Reconstruction of existing mainlanes
- Reconstruction/addition of frontage roads
- http://www.txdot.gov/project_information/projects/fort_worth/north_tarrant_express/cda.htm#6

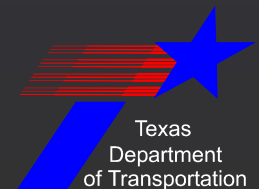


Project Development Process



Current Project Development Status

- **Updating draft preliminary geometric layout to include tolled managed lane connections between IH 35W and US 287.**
- **Updating draft Environmental Assessment to include tolled managed lane connections between IH 35W and US 287.**
- **Development of Master Development and Master Financial Plan Ongoing.**



Public & Agency Involvement

- **Project Coordination Work Group (PCWG)**
 - First Meeting July 11, 2006
 - Second Meeting March 14, 2007
- **Stakeholders Group (SG)**
 - First Meeting August 17, 2006
 - Second Meeting March 14, 2007
 - Third Meeting April 30, 2009
 - Fourth Meeting October 27, 2010
- **Public Meetings**
 - First Meeting October 5, 2006
 - Second Meeting April 3, 2007
 - Third Meeting Tonight (November 16, 2010)



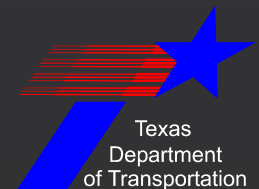
Tentative Project Schedule

- Public Meeting – **November 16, 2010**
- Submit 90% Draft Geometric Layout – **Late Fall 2010**
- Submit 100% Geometric Layout – **Winter 2010/2011**
- Submit Revised EA to TxDOT / FHWA – **Late Fall 2010**
- Receive FHWA Approval to Proceed – **Winter 2011**
- Public Hearing – **Spring 2011**
- Submit Final EA – **Late Spring 2011**
- Environmental Clearance (FONSI) – **Summer 2011**



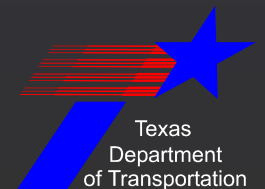
Right of Way Acquisition Process

- Project must be environmentally clear and the notice to proceed must be received.
- A right of way map will be developed and ownership of the properties determined that need to be acquired.
- An independent fee appraiser will be hired to determine the value of the land, site improvements and any damages to the remaining property.
- Upon receipt and review of the appraisal report, a written offer will be presented to each landowner. The landowner will be offered “Fair Market Value”. Fair market value is defined as the price a willing buyer would pay and the value a willing seller would sell without duress.



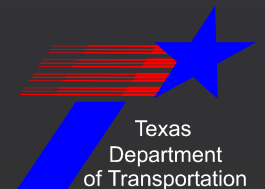
Right of Way Acquisition Process

- Each landowner will be given a minimum of 30 days to consider the offer and review the appraisal report.
- For land owner's that will be displaced, benefits will be provided through the Relocation Assistance Program.
- For questions please call Scott Hall, District ROW and Contract Liaison at 817-370-6565.



Questions??

- Study team representatives are available to interpret exhibits and answer questions
- To submit comments or questions as part of the official record of today's meeting, please fill out a comment card and submit by November 30th, 2010



Project Contacts:

TxDOT:

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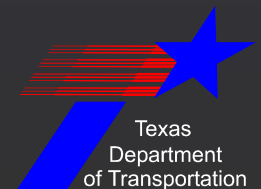
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Thank You
for Your Attendance Today and
for Your Questions & Comments

